AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1.-6. (canceled).

7. (withdrawn): A run-flat tire support which is arranged in the interior of a pneumatic tire and attached to a rim together with the pneumatic tire the run-flat tire support being annular and capable of supporting a load at a time of run-flat travel, the run-flat tire support comprising:

at least two convex portions in a radial direction cross section of the support, each projecting towards an exterior side in the radial direction, and

a cylindrical shell component attached to an exterior periphery side of the rim, and

wherein cross sections along the peripheral direction in the vicinities of peak portions positioned at outermost periphery sides of the convex portions are honeycombed ribs that are successively formed on the entire periphery.

8. (withdrawn): The run-flat tire support of claim 7, wherein holes having diameters of 0.5mm to 10.0mm are formed in the shell component.

9. (withdrawn) The run-flat tire support of claim 7, wherein the shell component is formed by electromagnetic formation from any one of an Al-Mg aluminum alloy, an Al-Mg-Si aluminum alloy, and an Al-Zn aluminum alloy as the material.

10. (Currently Amended) A run-flat tire support manufacturing method for manufacturing a support which is arranged in the interior of a pneumatic tire and attached to a rim together with the pneumatic tire, the run-flat tire support being annular and capable of supporting a load at a time of run-flat travel, the method comprising:

a first process for setting a cylindrical aluminum tube made from an aluminum alloy in a forming jig provided with exhaust holes;

~~a second process for loading the forming jig in order to prevent the aluminum tube from shifting position in upper or lower directions;~~ and

a ~~third~~ second process in which a coil is inserted into the aluminum tube and an electric current is run to the coil, whereby the aluminum tube is deformed to expand to an exterior side in a radial direction so that the aluminum tube is pressed against the forming jig while air intervening between the aluminum tube and the forming jig is discharged to the exterior through the exhaust holes, and a cylindrical shell component that is installed to the exterior periphery side of a rim is formed.

11. (Currently Amended) The run-flat tire support manufacturing method of claim 10, wherein after the ~~third~~ second process, holes having diameters of 0.5mm to 10.0mm are formed in the shell component.

12. (Currently Amended) A run-flat tire support manufacturing method for manufacturing a support which is arranged in the interior of a pneumatic tire and attached to a rim together with the pneumatic tire, the run-flat tire support being annular and capable of supporting a load at a time of run-flat travel, the method comprising:

a first process for setting a cylindrical aluminum tube made from an aluminum alloy inside a forming jig provided with exhaust holes;

~~a second process for loading the forming jig in order to prevent the aluminum tube from shifting position in upper or lower directions;~~ and

a ~~third~~ second process in which a coil is inserted into the aluminum tube and an electric current is run to the coil, whereby the aluminum tube is deformed to expand to an exterior side in a radial direction so that the aluminum tube is pressed against the forming jig while air intervening between the aluminum tube and the forming jig is discharged to the exterior through the exhaust holes, and a cylindrical shell component that is installed to the exterior periphery side of a rim is formed while holes having diameters of 0.5mm to 10.0mm are formed in the support at the time of expanding deformation.

13. (withdrawn): A run-flat tire support manufacturing method for manufacturing the run-flat tire support of claim 7, comprising:

a first process for setting a cylindrical aluminum tube made from an aluminum alloy inside a forming jig;

a second process for loading the forming jig in order to prevent the aluminum tube from shifting position in upper or lower directions; and

a third process in which a coil is inserted into the aluminum tube and an electric current is run to the coil, whereby the aluminum tube is deformed to expand to the exterior side in the radial direction and the shell component is formed,

wherein in the third process, by protruding portions provided in interior periphery surface of the forming jig and having a honeycombed cross section along the peripheral direction, the

vicinities of the peak portions of the convex portions are plastically deformed, whereby the ribs are formed in the vicinities of the peak portions.

14. (withdrawn) The run-flat tire support manufacturing method of claim 13, wherein in the third process, by protruding portions provided in interior periphery surface of the forming rib and having a honeycombed cross section along the peripheral direction, the vicinities of the peak portions of the convex portions are plastically deformed, whereby the ribs are formed in the vicinities of the peak portions, while holes having diameters of 0.5mm to 10.0mm are formed in the shell component.

15. (withdrawn) The run-flat tire support manufacturing method of claim 13, wherein after the third process, holes having diameters of 0.5mm to 10.0mm are formed in the shell component.

16.- 17. (canceled).

18. (withdrawn) A run-flat tire support which is arranged in the interior of a pneumatic tire and attached to a rim together with the pneumatic tire, the run-flat tire support being annular and capable of supporting a load at a time of run-flat travel, the run-flat tire support being comprising:

at least two convex portions that each project towards a radial direction exterior side in a radial direction cross section of the support, and

a cylindrical shell installed to an exterior periphery side of the rim, and

wherein multiple holes that penetrate in the thickness direction are formed in the convex portions.

19. (withdrawn) The run-flat tire support of claim 18, wherein a material of the shell component is any one of an aluminum alloy, high-tensile steel, and stainless steel.

20. (withdrawn) The run-flat tire support of claim 18, wherein a ratio of an area of the multiple holes relative to an area of the convex portions including the multiple holes is made to be 1-50%.

21. (withdrawn) The run-flat tire support of claim 18, wherein, from end portions of exterior sides in the widthwise direction of the convex portions in the shell component to side portions extending to the exterior periphery sides, multiple holes that penetrate in the thickness direction are formed.

22. (withdrawn) The run-flat tire of claim 21, wherein an area of the multiple holes relative to an area of the side portions including the multiple holes is made to be 1-50%.

23. (withdrawn) The run-flat tire support of claim 18, wherein spaces between edges of the holes arranged so as to adjoin each other are made to be 1mm or more.

24. (withdrawn) A run-flat tire comprising:

a toroidal carcass formed between a pair of bead cores,

side rubber layers forming the tire side portions arranged at the exterior side of the tire axial direction of the carcass,

a tread rubber layer forming the tread portion arranged at the exterior side of radial direction carcass tire,

a tire installed to a rim, and

a run-flat tire support arranged in the interior of the tire and attached with the tire to the rim,

wherein the run-flat tire support is annular and capable of supporting a load at a time of run-flat travel, the run-flat tire support comprising at least two convex portions that each project towards a radial direction exterior side in a radial direction cross section of the support, and a cylindrical shell installed to an exterior periphery side of the rim, and wherein multiple holes that penetrate in the thickness direction are formed in the convex portions.